

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UWUU

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ATIS also avbl in Russian on freq 124.8MHz.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn TL to read: FL49, FL59 if pressure is less than 749 mm (998.6 hPa), FL69 if pressure is less than 722mm (962.6 hPa).

General Info

Ufa, RUS
N 54° 33.4' E 55° 52.5' Mag Var: 11.5°E
Elevation: 448'

Public, IFR, Control Tower, Customs, Jet Starting Unit available
Fuel: Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 14L-32R 8255' x 161' asphalt
Runway 14R-32L 12339' x 197' concrete

Runway 14L (141.0°M) TDZE 394'
Lights: Edge, ALS
Runway 14R (141.0°M) TDZE 370'
Lights: Edge, ALS, Centerline, TDZ
Runway 32L (321.0°M) TDZE 448'
Lights: Edge, ALS, Centerline
Runway 32R (321.0°M) TDZE 405'
Lights: Edge, ALS

Communications Info

ATIS **124.8** Non-English
ATIS **119.4**
Ufa Start Tower **124.0** Secondary
Ufa Start Tower **120.9**
Ufa Start Tower **119.4**
Ufa Taxiing Ground Control **124.0**
Ufa Taxiing Ground Control **119.0**
Ufa Control Approach Control **126.0**
Ufa Control Approach Control **125.3**
Ufa Krug Radar **124.0**
Ufa Krug Radar **120.9**
Ufa Transit Operations **131.7**

Notebook Info

UFA, RUSSIA

[illegible]

UFA, RUSSIA
STAR

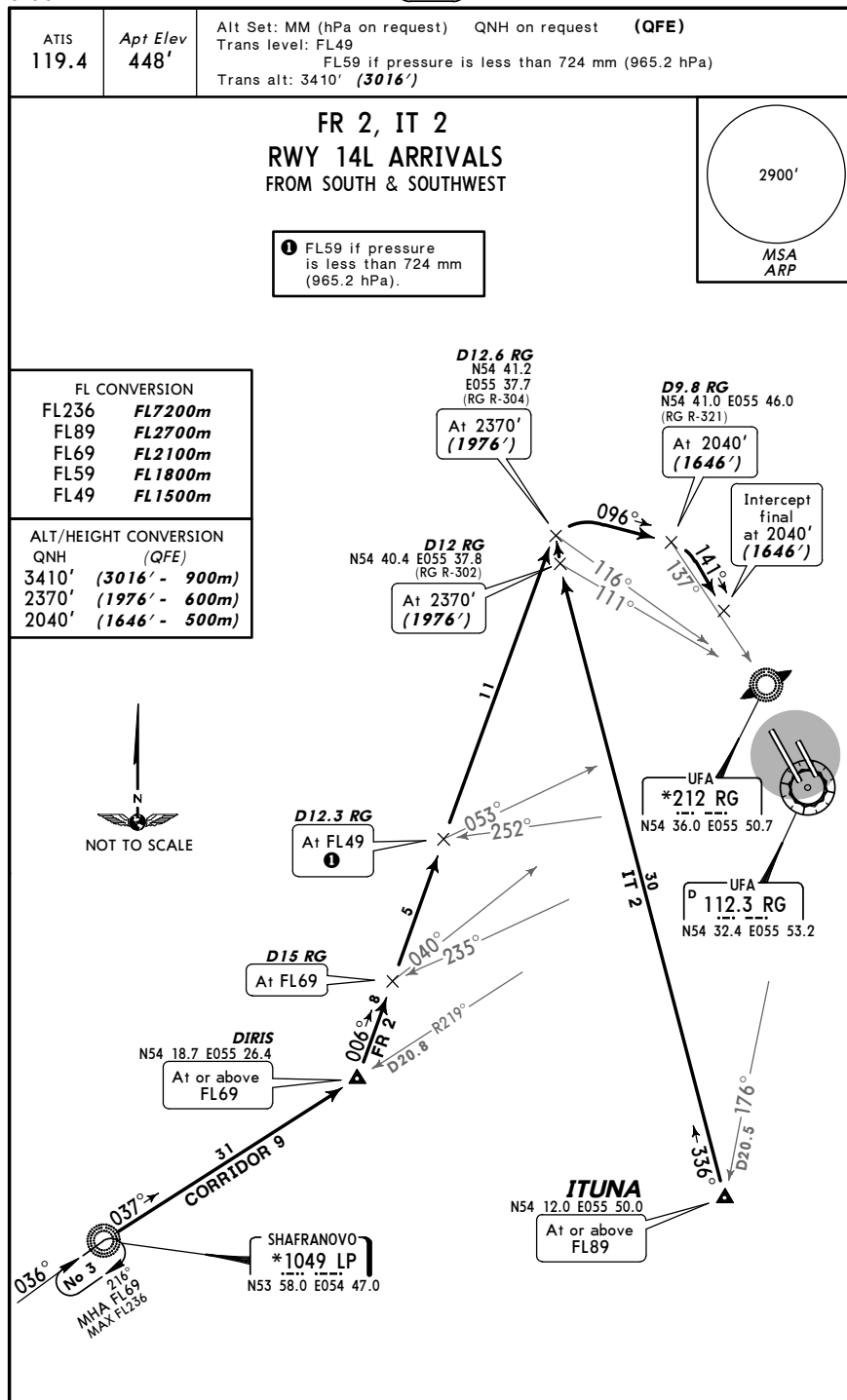
GR 2, MK 2
RWY 14L ARRIVALS
FROM EAST

FL CONVERSION		ALT/HEIGHT CONVERSION (QFE)	
FL236	FL2700m	QNH	(3946' - 1200m)
FL89	FL2700m		4340' (3946' - 900m)
FL59	FL1800m		3410' (3016' - 900m)
FL49	FL1500m		2370' (1976' - 600m)
			2040' (1646' - 500m)

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13 MAR 09 (10-2D)

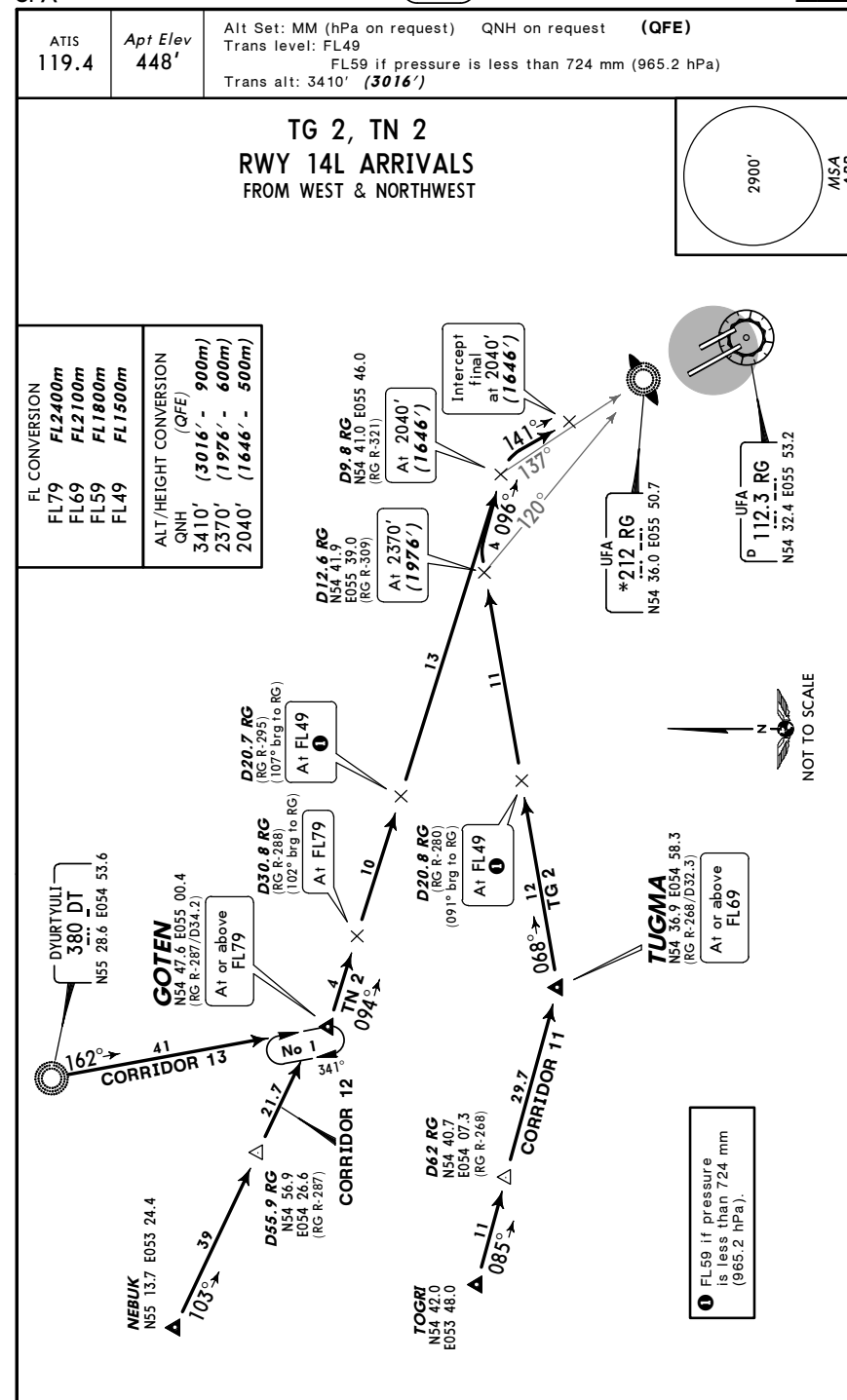
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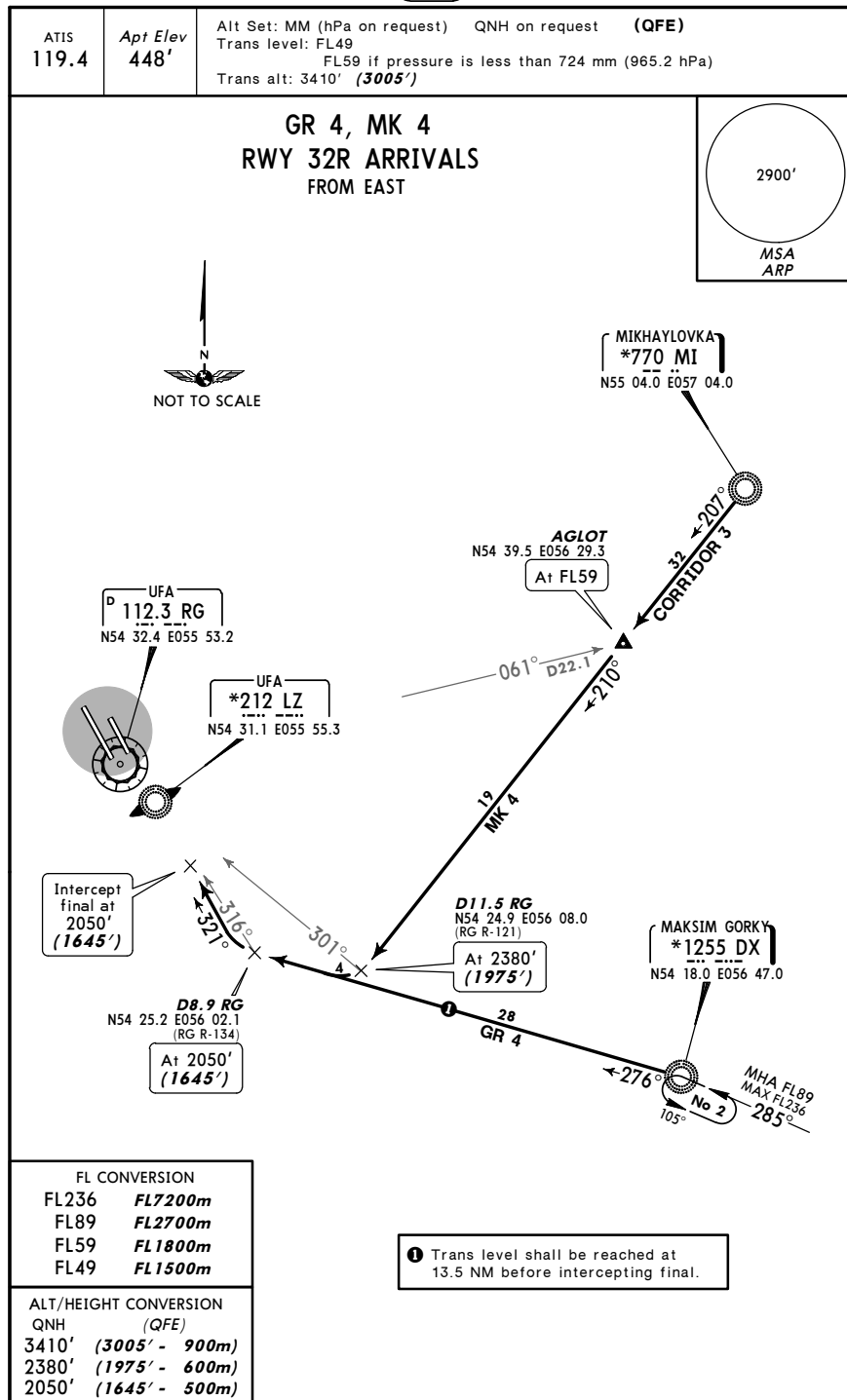
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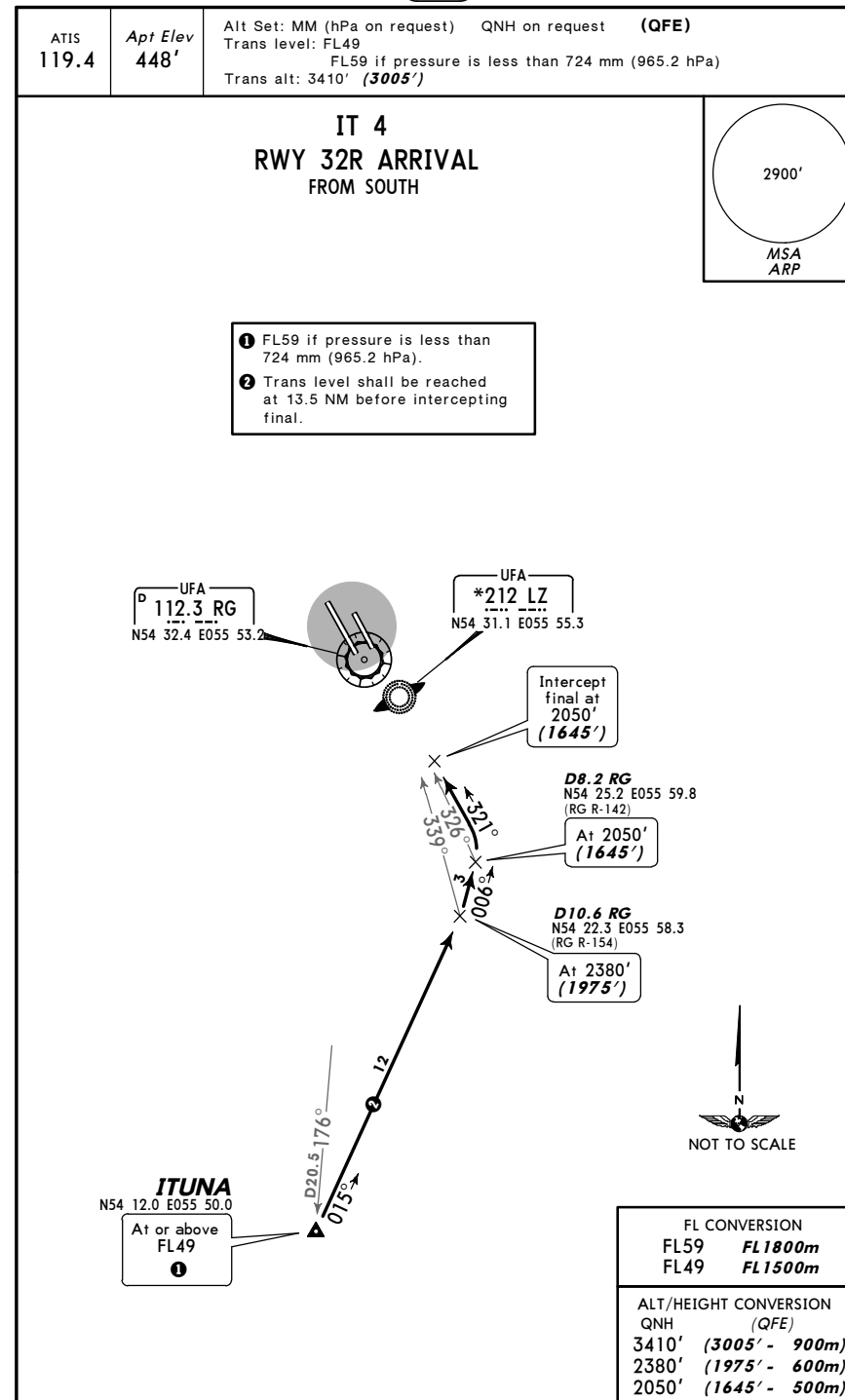
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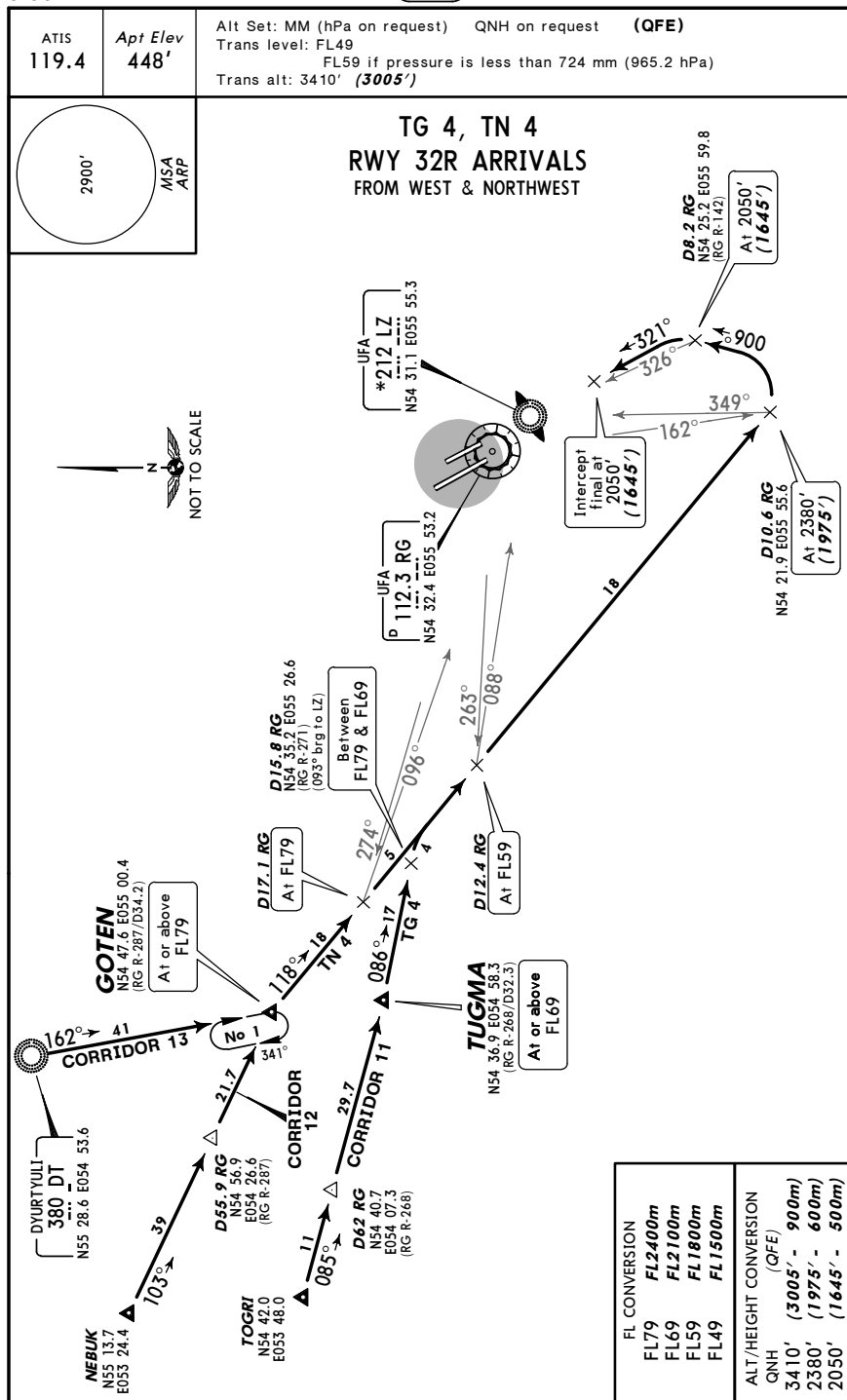
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13 MAR 09 (10-2H)

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STAR



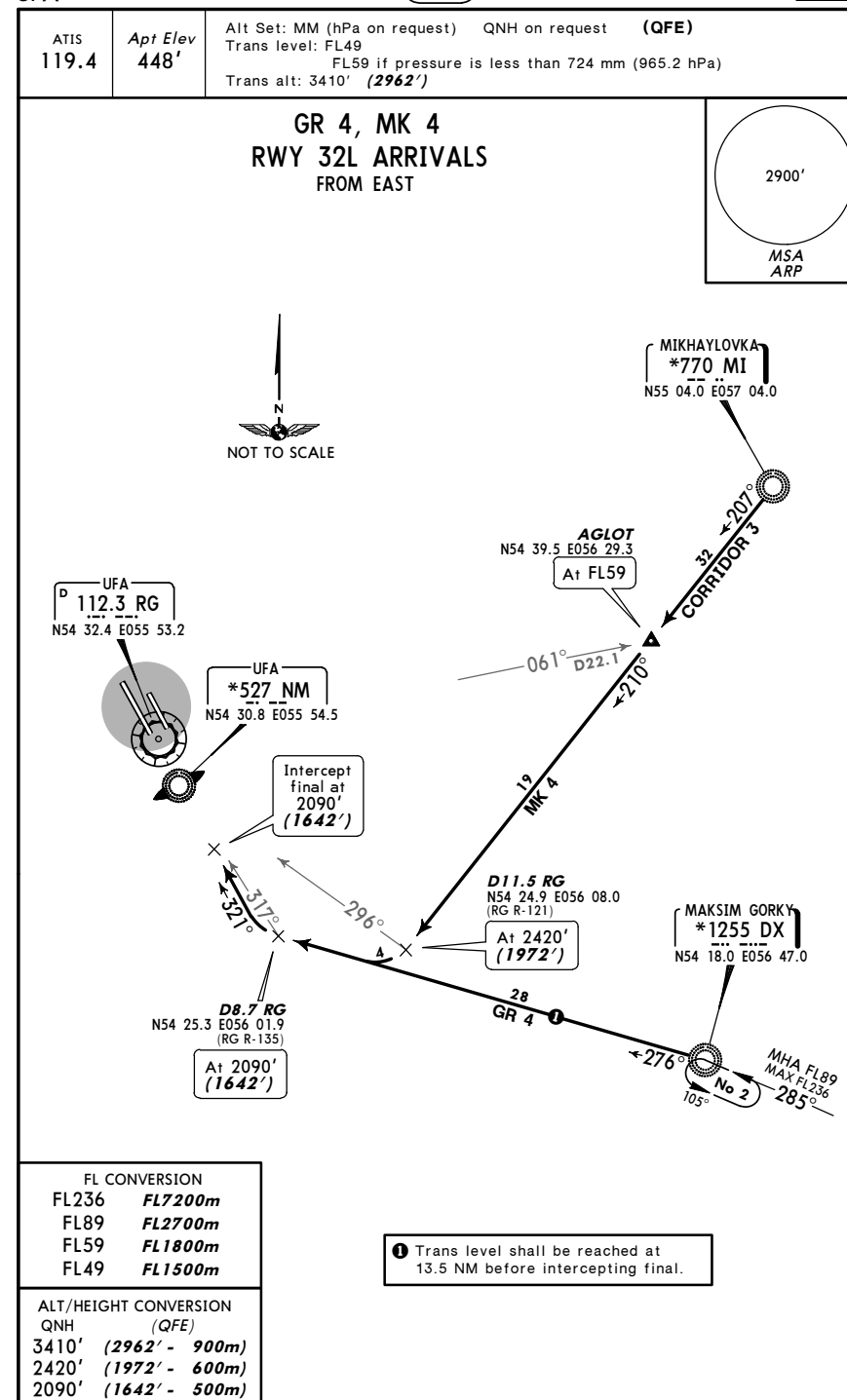
CHANGES: ATIS.

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13 MAR 09 (10-2J)

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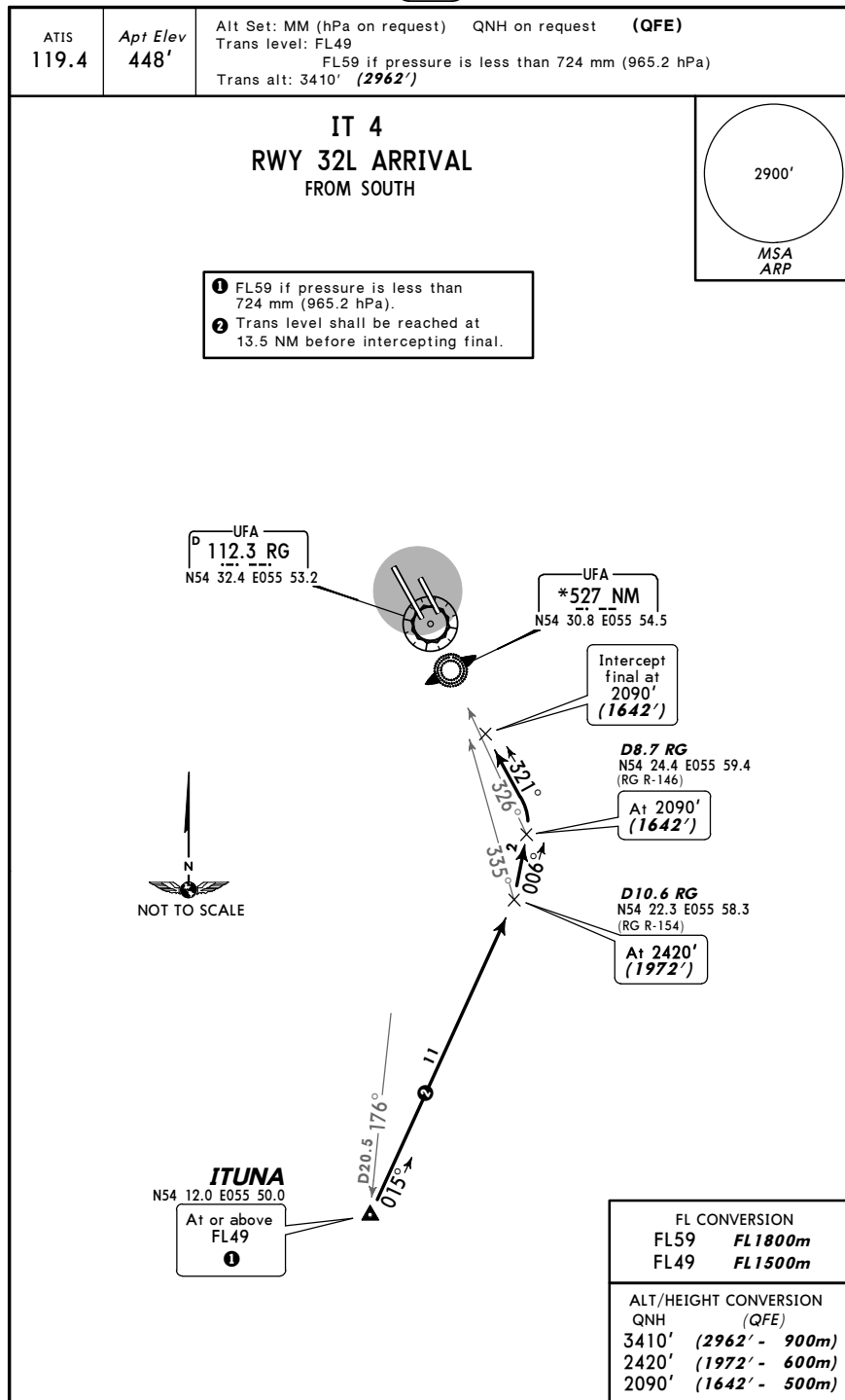
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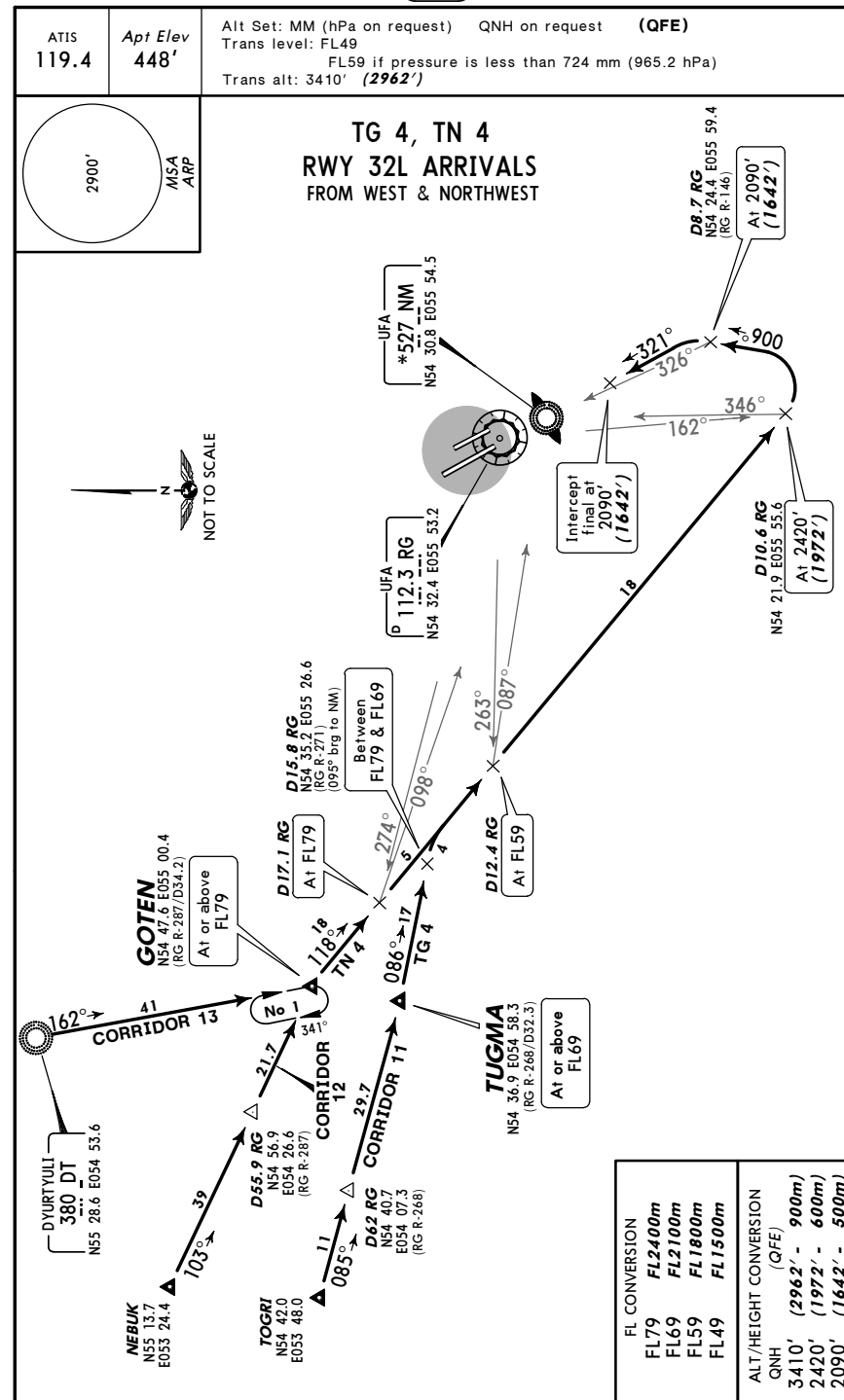
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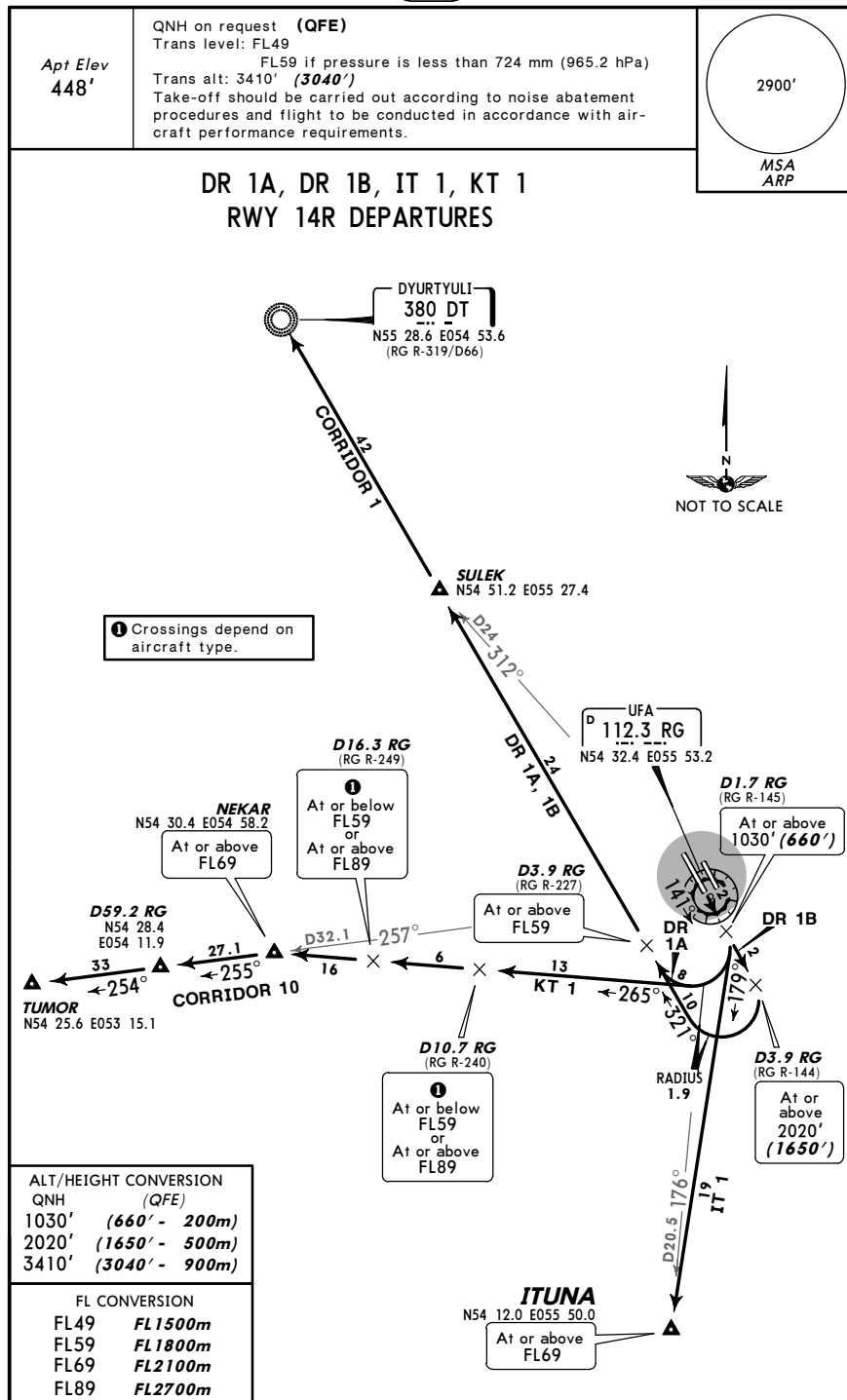
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11 JAN 08 (10-3) Eff 17 Jan

UFA, RUSSIA
SID



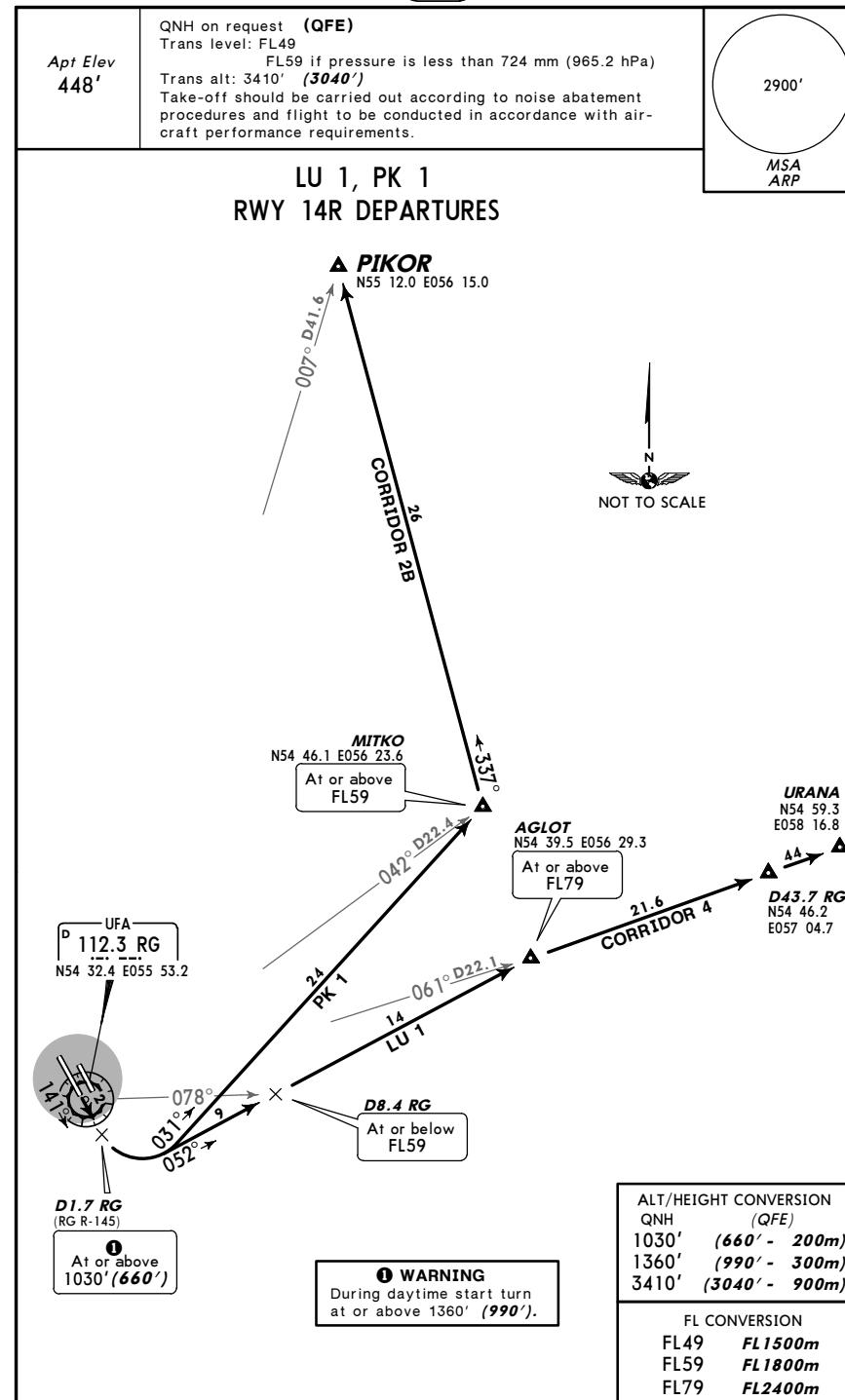
CHANGES: TIVOR replaced by TUMOR.

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11 JAN 08 (10-3A) Eff 17 Jan

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CHANGES: None.

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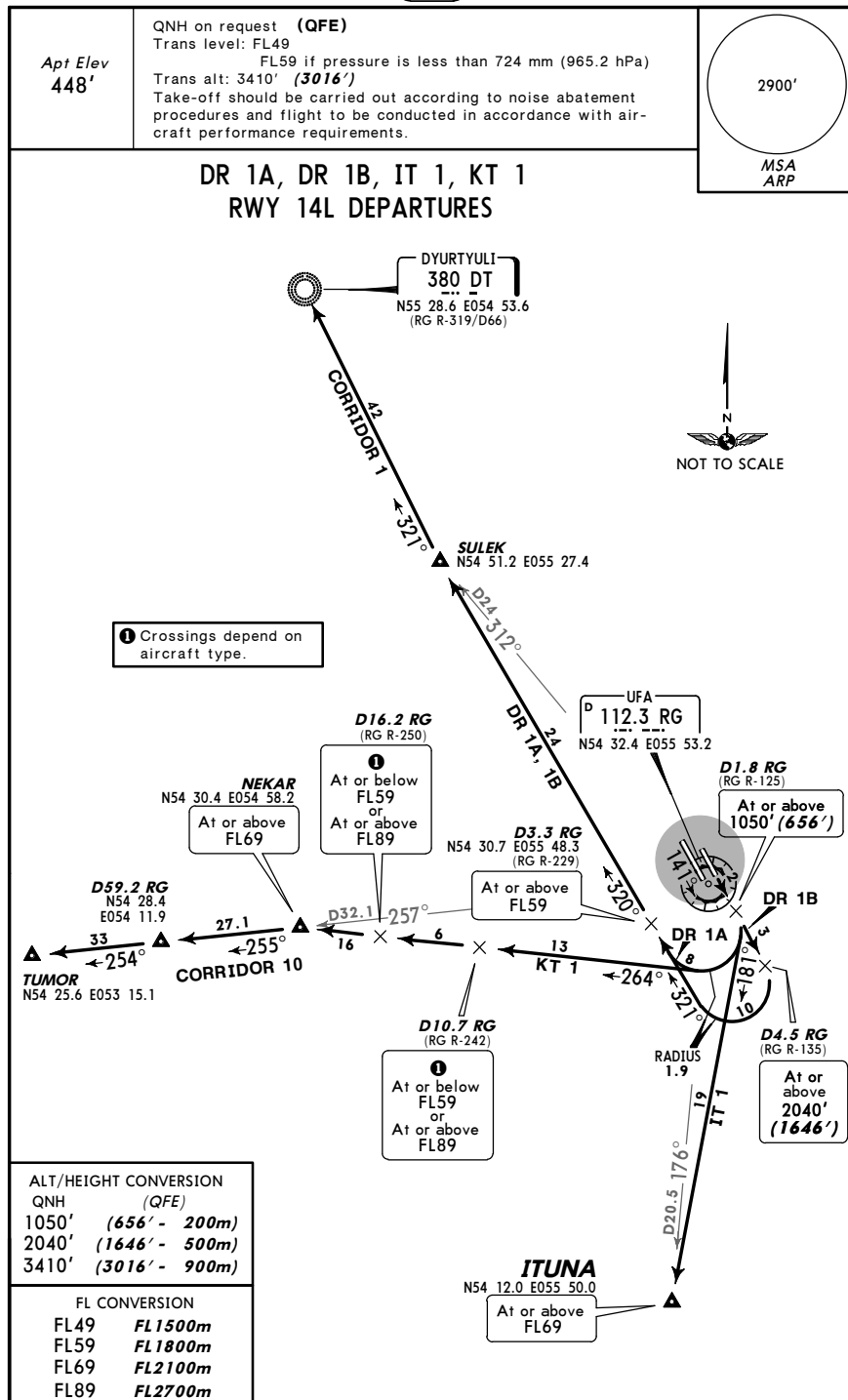
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11 JAN 08 10-3B Eff 17 Jan

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SID



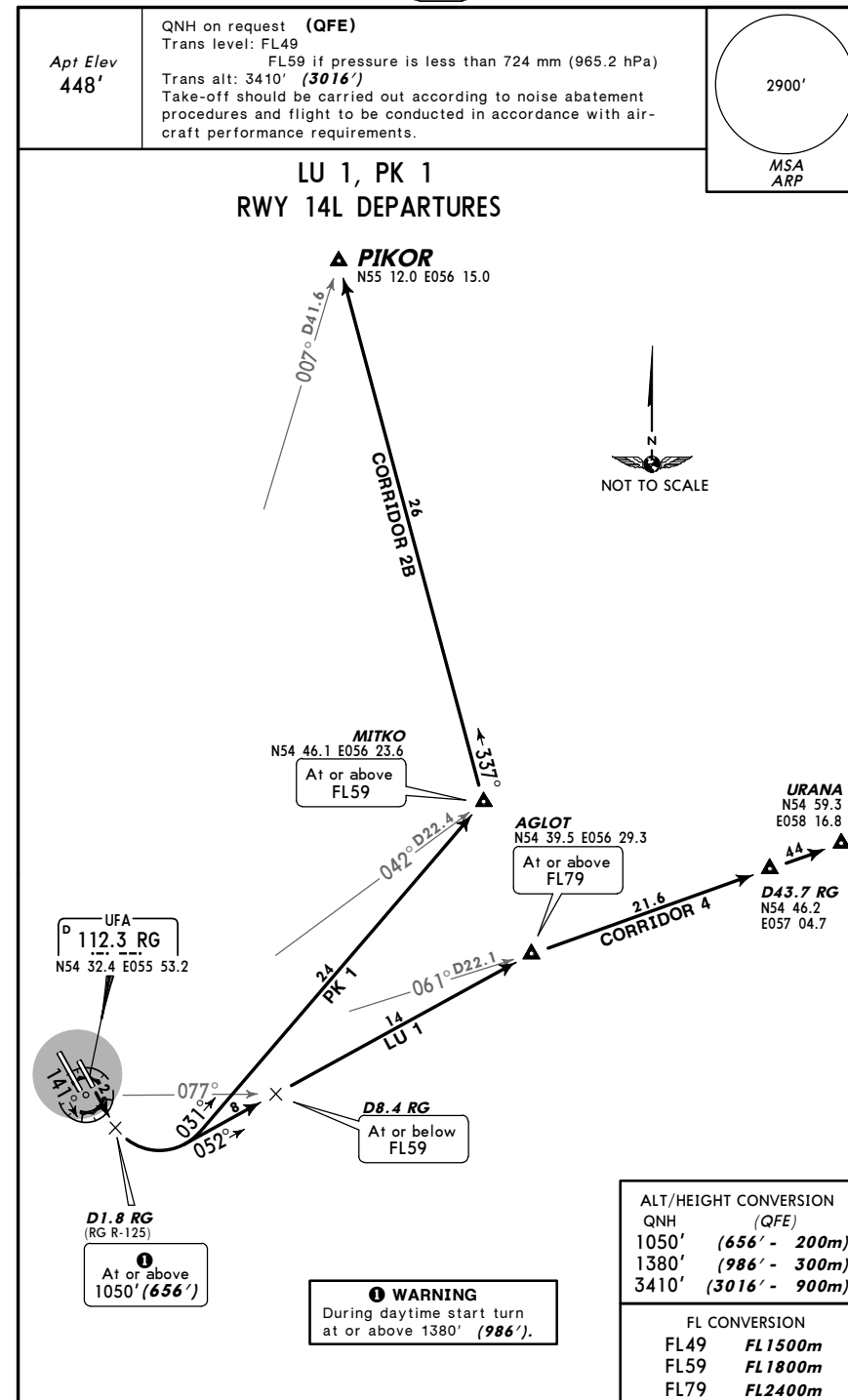
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SID



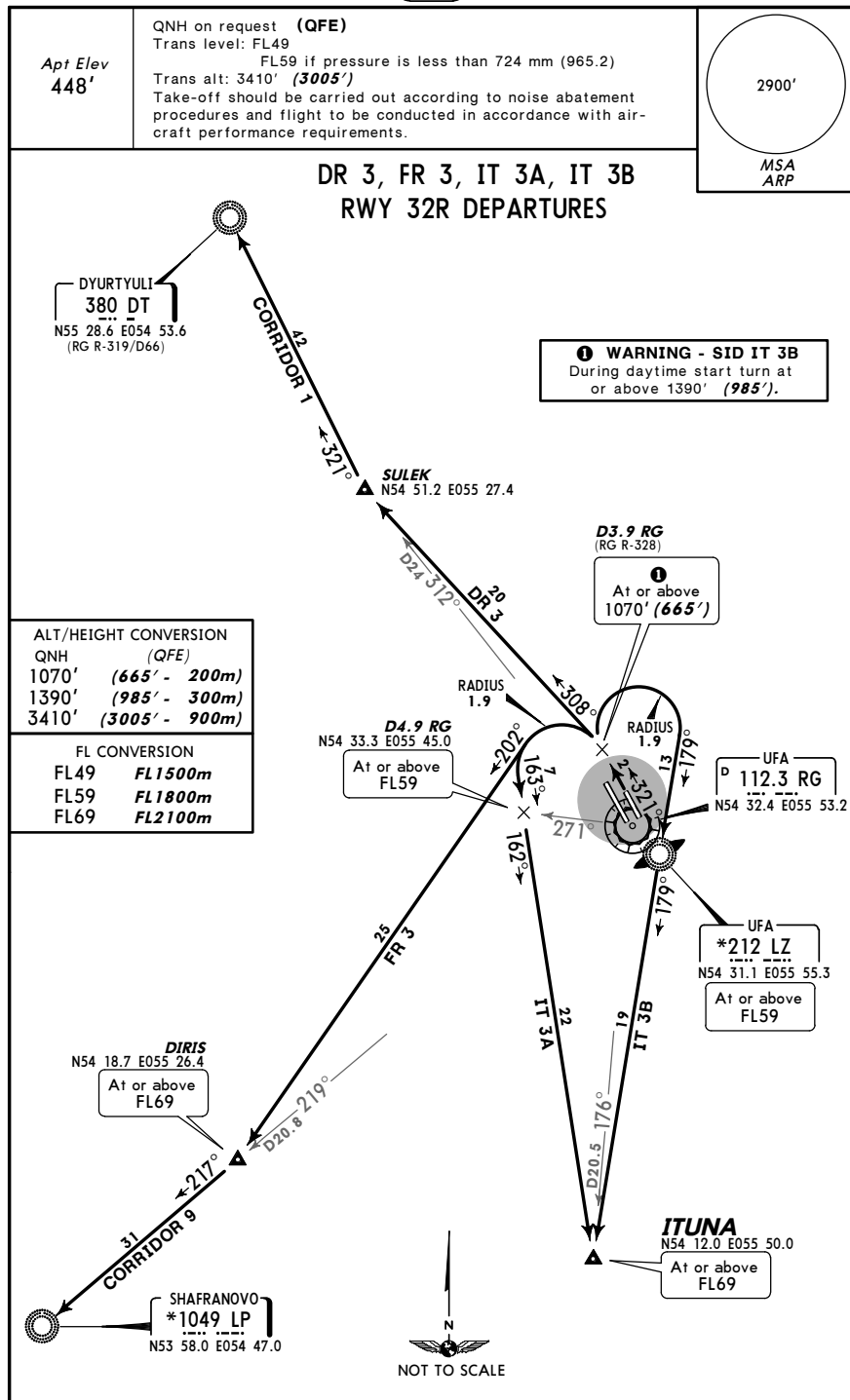
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SID



CHANGES: None.

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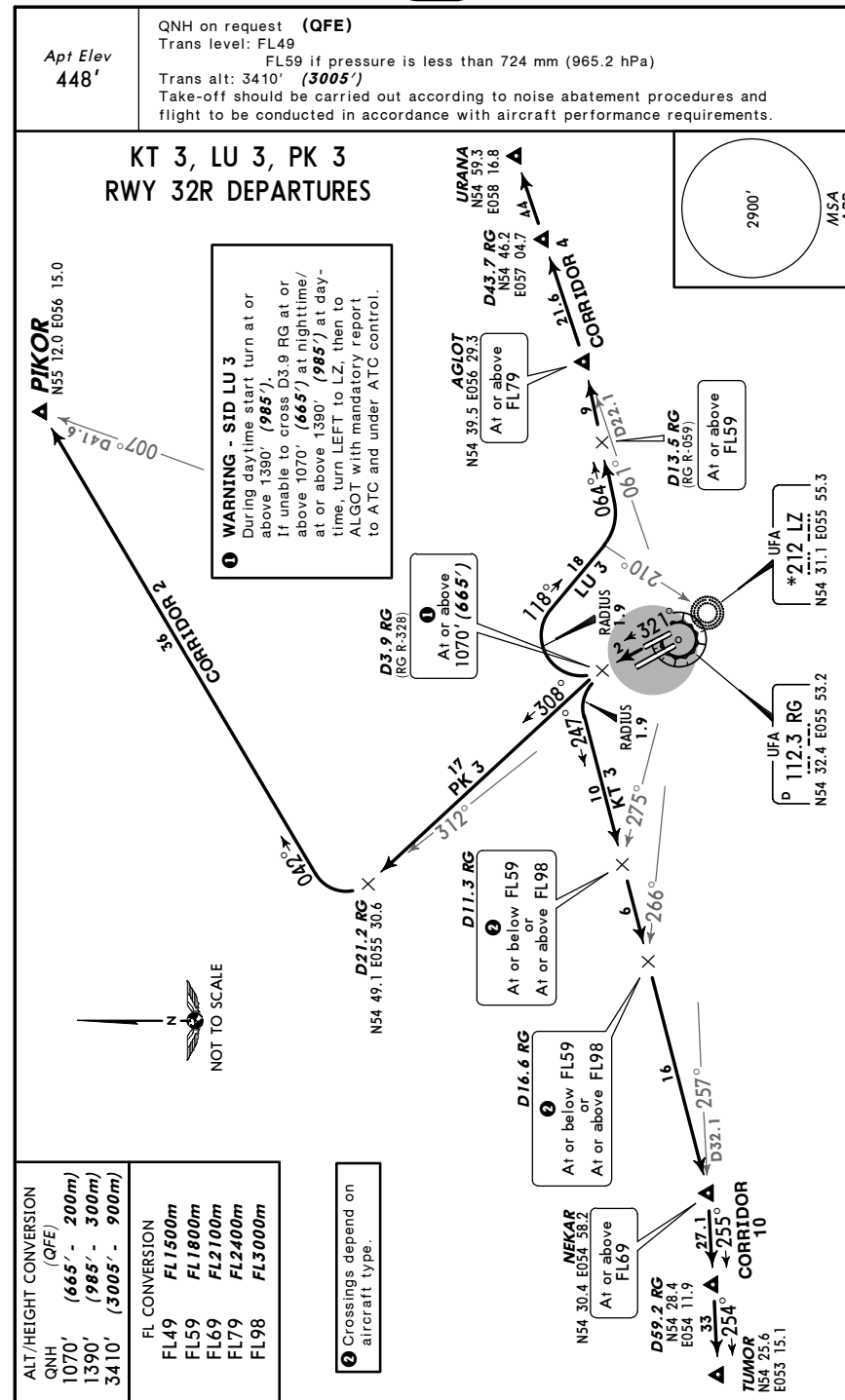
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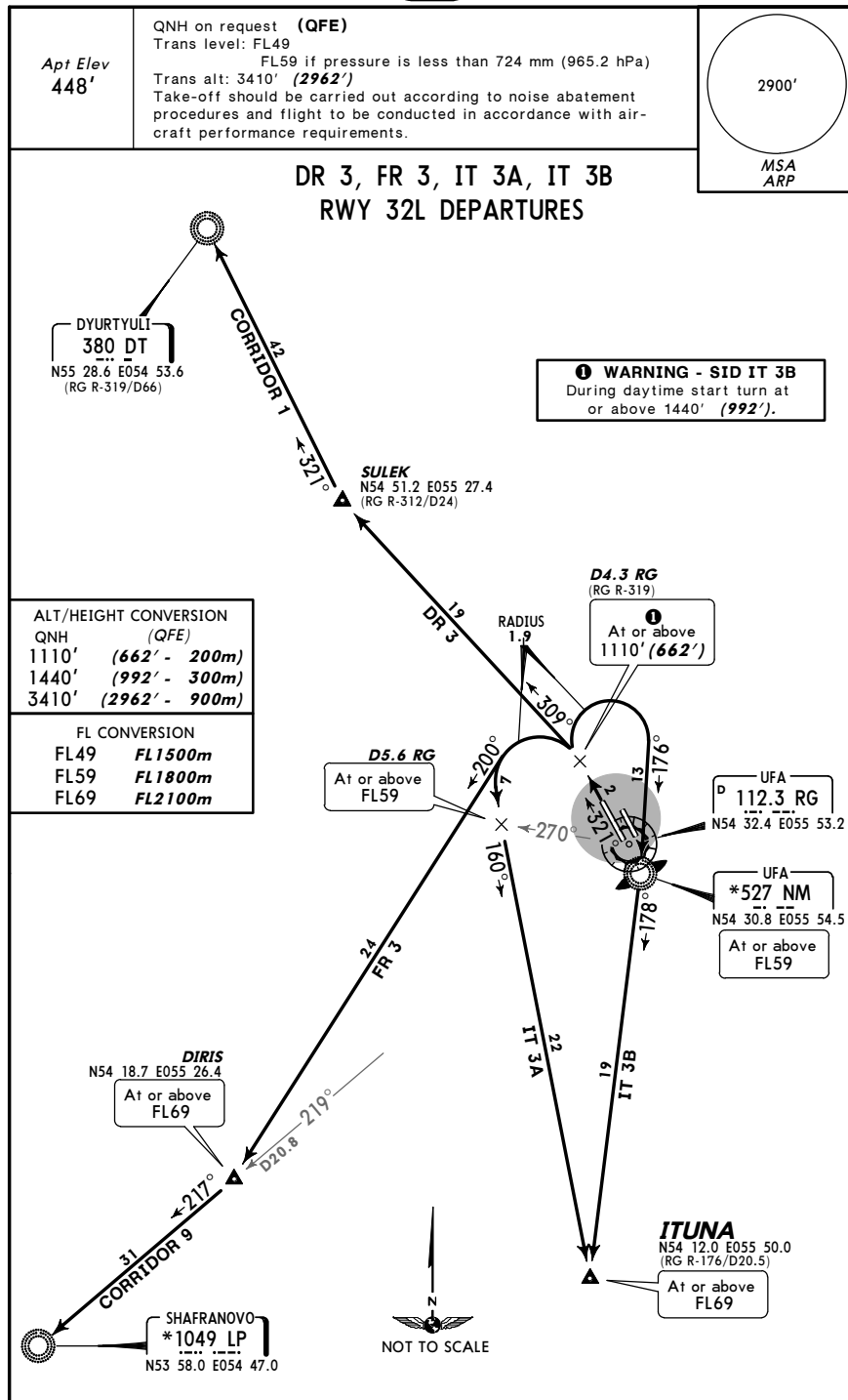
CHANGES: TIVOR replaced by TUMOR.

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11 JAN 08 (10-3F) Eff 17 Jan

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SID



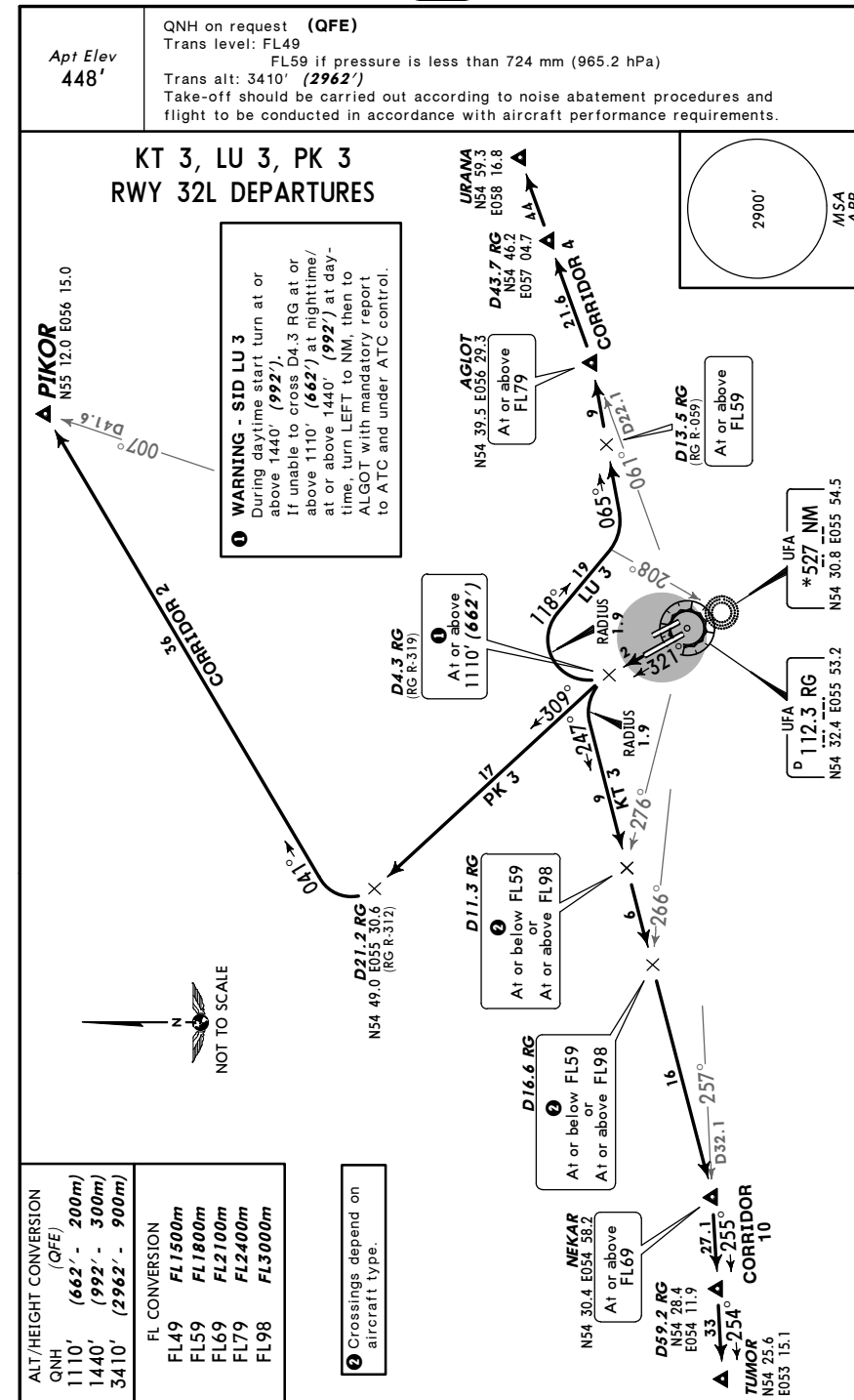
CHANGES: None.

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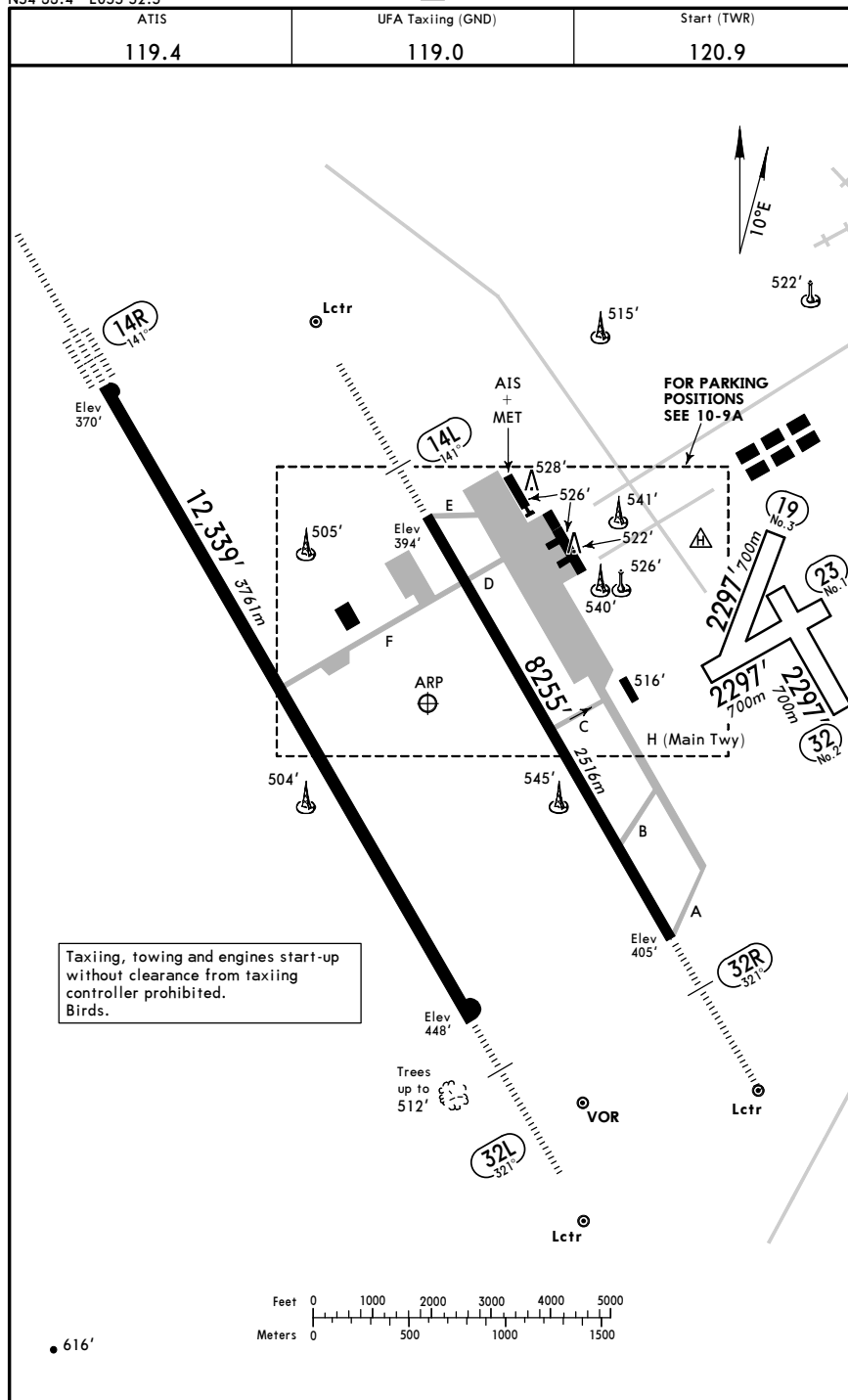
Apt Elev **448'**
N54 33.4 E055 52.5

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13 MAR 09 (10-9)

UFA, RUSSIA

UFA



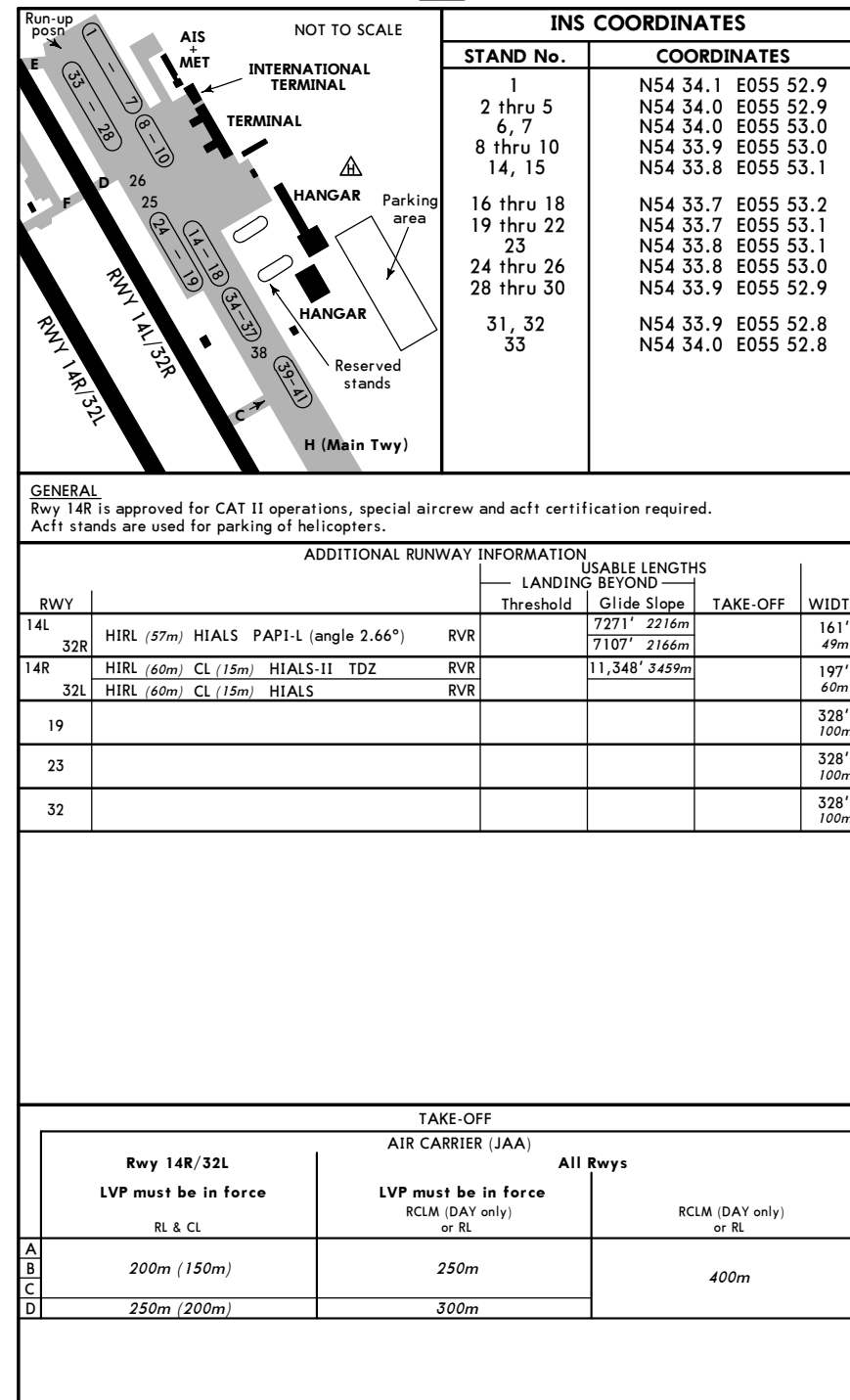
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13 MAR 09 (10-9A)

UFA, RUSSIA

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17 AUG 07 (10-9X)

JAA MINIMUMS
UFA, RUSSIA
UFA

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	594'(200')	594'(200')	594'(200')	594'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
LOC		NOT AUTHORIZED			
	2 NDB	770'(376')	770'(376')	770'(376')	770'(376')
		R900m	R1000m	R1000m	R1400m
ALS out		R1500m	R1500m	R1800m	R2000m
14R	CAT II ILS	470'(100')	470'(100')	470'(100')	470'(100')
		RA113' R350m	RA113' R350m	RA113' R350m	RA113' R350m
	ILS	570'(200')	570'(200')	570'(200')	570'(200')
ALS out		R550m	R550m	R550m	R550m
		R1000m	R1000m	R1000m	R1000m
LOC		NOT AUTHORIZED			
	2 NDB	680'(310')	680'(310')	680'(310')	680'(310')
		R900m	R1000m	R1000m	R1400m
ALS out		R1500m	R1500m	R1800m	R2000m
32L	2 NDB	810'(362')	810'(362')	810'(362')	810'(362')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
32R	ILS	605'(200')	605'(200')	605'(200')	605'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
LOC		NOT AUTHORIZED			
	2 NDB	800'(395')	800'(395')	800'(395')	800'(395')
		R900m	R1000m	R1000m	R1400m
ALS out		R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 14R, 32L

Approved Operators		LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

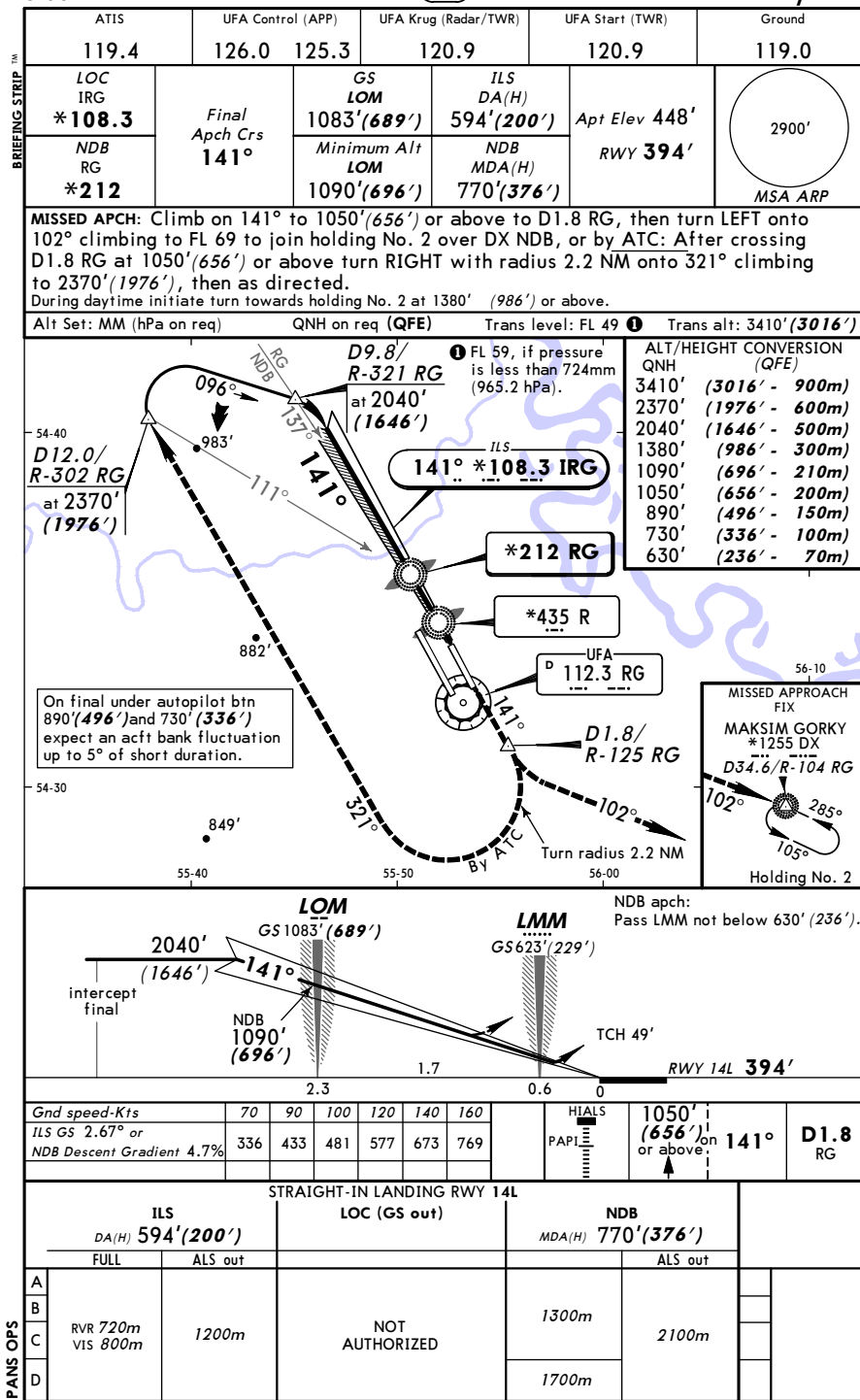
TAKE-OFF RWY 14L, 32R

LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A			
B	250m	400m	500m
C			
D	300m		

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13 MAR 09 (11-1)

UFA, RUSSIA
ILS or 2 NDB Rwy 14L

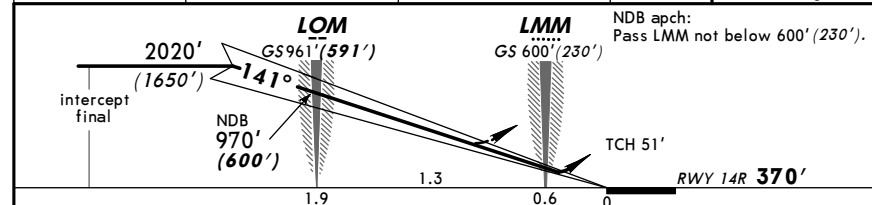
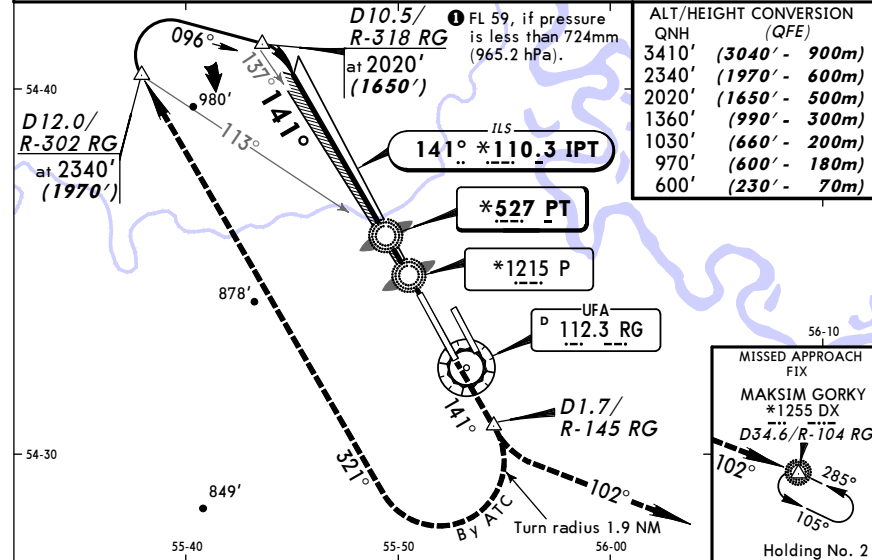


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13 MAR 09 (11-2) UFA, RUSSIA
ILS or 2 NDB Rwy 14R

ATIS	UFA Control (APP)	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
119.4	126.0 125.3	120.9	120.9 119.4 by ATC	119.0
LOC IPT *110.3	Final Aptch Crs 141°	GS LOM 961' (591')	ILS DA(H) 570' (200')	Apt Elev 448'
NDB PT *527		Minimum Alt LOM 970' (600')	NDB MDA(H) 680' (310')	RWY 370'

MISSED APCH: Climb on 141° to 1030' (660') or above to D1.7 RG, then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing D1.7 RG at 1030' (660') or above, turn RIGHT with radius 1.9 NM onto 321° climbing to 2340' (1970'), then as directed.
During daytime initiate turn towards holding No. 2 at 1360' (990') or above.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3410' (3040')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1030' (660') or above	141°	D1.7 RG
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769				

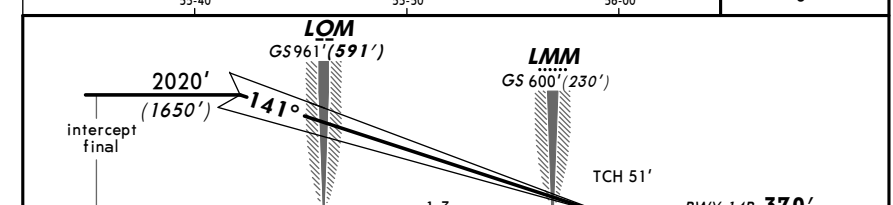
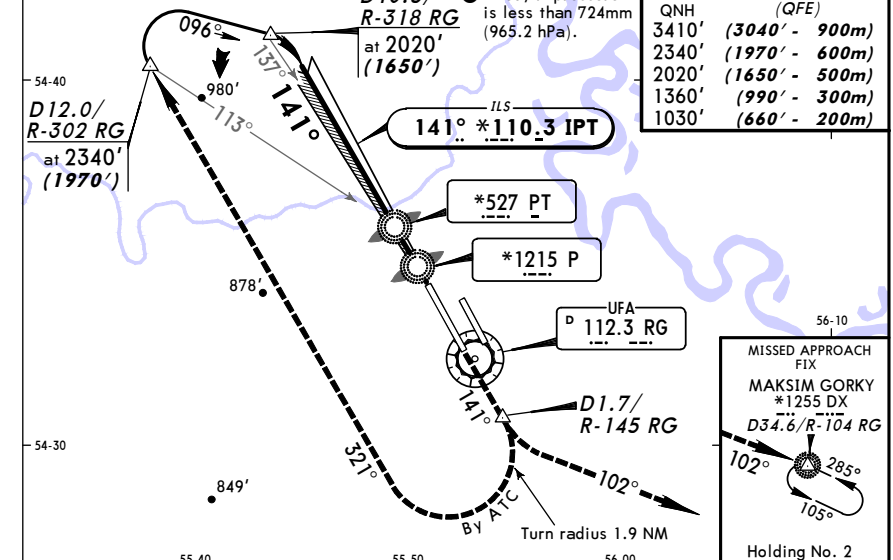
STRAIGHT-IN LANDING RWY 14R				NOT AUTHORIZED			
ILS DA(H) 570' (200')		LOC (GS out)		NDB MDA(H) 680' (310')		ALS out	
FULL		TDZ or CL out		ALS out			
A							
B							
C							
D							

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UFA
13 MAR 09 (11-2A) UFA, RUSSIA
CAT II ILS Rwy 14R

ATIS	UFA Control (APP)	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
119.4	126.0 125.3	120.9	120.9 119.4 by ATC	119.0
LOC IPT *110.3	Final Aptch Crs 141°	GS LOM 961' (591')	CAT II ILS RA 113' DA(H) 470' (100')	Apt Elev 448'
			RWY 370'	

MISSED APCH: Climb on 141° to 1030' (660') or above to D1.7 RG, then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing D1.7 RG at 1030' (660') or above, turn RIGHT with radius 1.9 NM onto 321° climbing to 2340' (1970'), then as directed.
During daytime initiate turn towards holding No. 2 at 1360' (990') or above.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3410' (3040')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1030' (660') or above	141°	D1.7 RG
GS 2.67°	336	433	481	577	673	769				

STRAIGHT-IN LANDING RWY 14R				NOT AUTHORIZED			
CAT II ILS ABCD RA 113'		DA(H) 470' (100')		ALS out			
A							
B							
C							
D							

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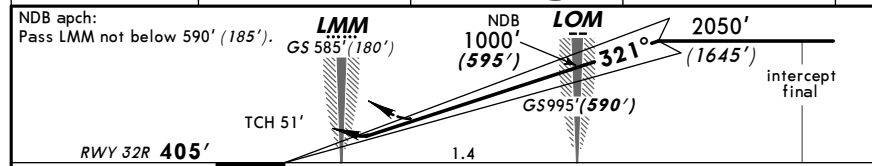
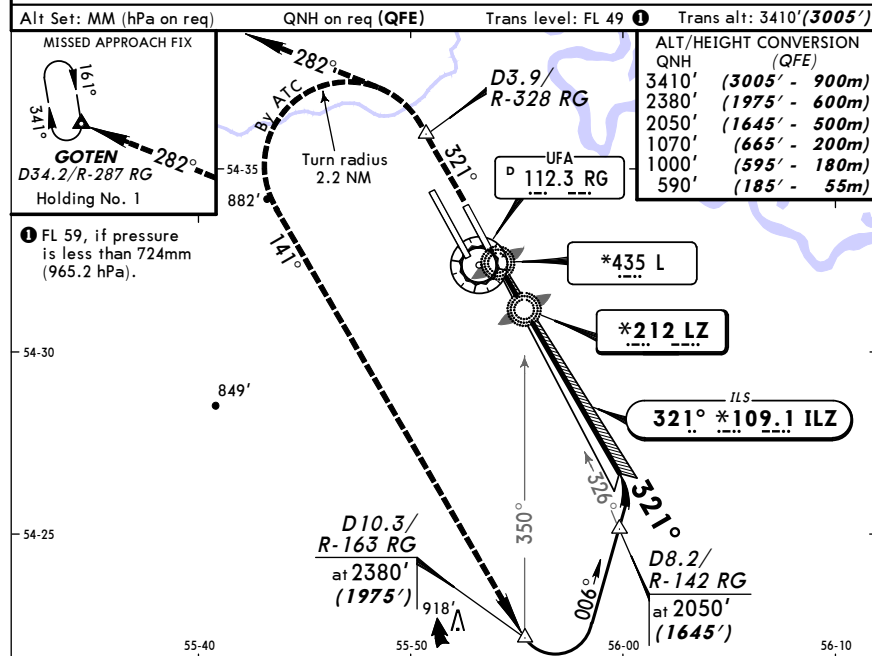
13 MAR 09 (11-3) ILS or 2 NDB Rwy 32R

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BRIEFING STRIP	ATIS		UFA Control (APP)		UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
	119.4		126.0	125.3	120.9	120.9	119.0
	LOC ILZ *109.1	Final Apch Crs 321°	GS LOM 995'(590')	ILS DA(H) 605'(200')	Apt Elev 448'		2900' MSA ARP
	NDB LZ *212		Minimum Alt LOM 1000'(595')	NDB MDA(H) 800'(395')	RWY 405'		

MISSED APCH: Climb on 321° to 1070' (665') or above to D3.9 RG, then turn LEFT onto 282° climbing to FL 79 to join holding No. 1, or by ATC: After crossing D3.9 RG at 1070' (665') or above turn LEFT with radius 2.2 NM onto 141° climbing to 2380' (1975'), then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3410'(3005')



ILS	LOC (GS out)	NDB
DA(H) 605'(200')		MDA(H) 800'(395')
FULL	ALS out	ALS out

STRAIGHT-IN LANDING RWY 32R				
DA(H) 605'(200')				
FULL	ALS out			
A				
B				
C				
D				

CHANGES: ATIS freq.

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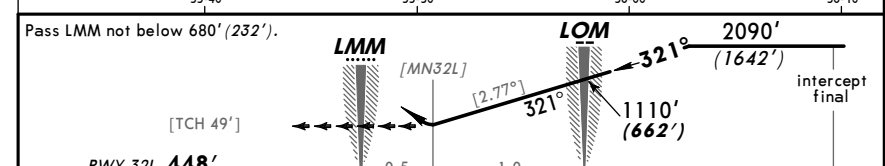
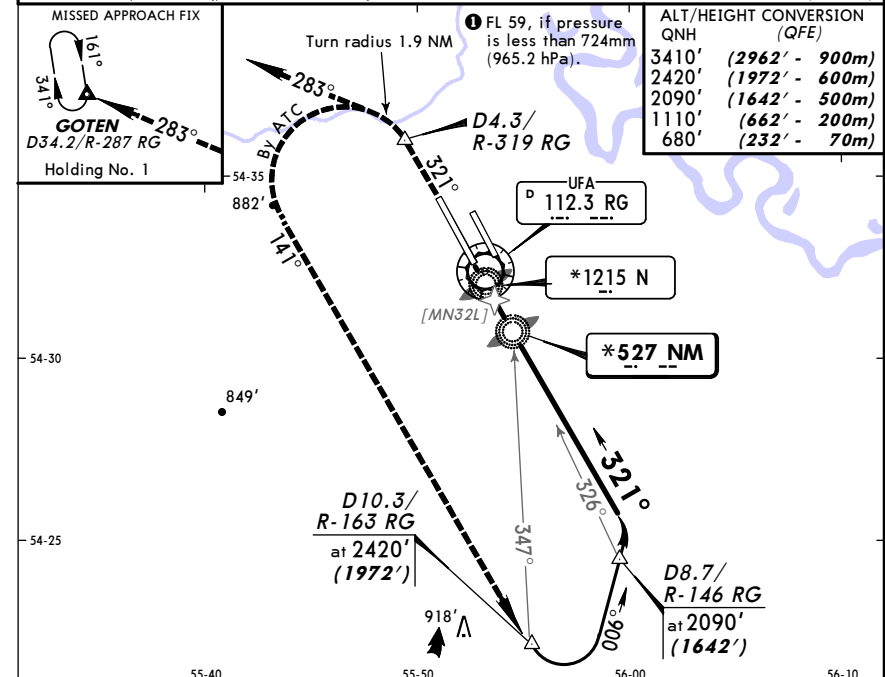
13 MAR 09 (16-1) 2 NDB Rwy 32L

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ATIS	UFA Control (APP)	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
119.4	126.0 125.3	120.9	120.9 119.4 by ATC	119.0
NDB NM *527	Final Apch Crs 321°	Minimum Alt LOM 1110'(662')	MDA(H) 810'(362')	Apt Elev 448'
				RWY 448'
				2900'

MISSED APCH: Climb on 321° to 1110' (662') or above to D4.3 RG, then turn LEFT onto 283° climbing to FL 79 to join holding No. 1, or by ATC: After crossing D4.3 RG at 1110' (662') or above, turn LEFT with radius 1.9 NM onto 141° climbing to 2420' (1972'), then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3410'(2962')



ILS	LOC (GS out)	NDB
DA(H) 605'(200')		MDA(H) 800'(395')
FULL	ALS out	ALS out

STRAIGHT-IN LANDING RWY 32L				
DA(H) 605'(200')				
FULL	ALS out			
A				
B				
C				
D				

CHANGES: ATIS freq.

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